STATEMENT OF WORK

For

Terminal Doppler Weather Radar (TDWR)

Slip Ring Assembly Manufacturing, PR# AC-12-04807

TABLE OF CONTENTS

1. OVERVIEW

The Federal Aviation Administration's (FAA) Terminal Doppler Weather Radar (TDWR) is a wind-shear detection system used to increase the safety of the National Airspace System (NAS). Forty-Five TDWRs are commissioned at airports throughout the United States and Puerto Rico that are prone to wind shear events; two more are maintained at the FAA's Oklahoma City Facility as support/research TDWR systems. The radar provides vital information and warnings regarding precipitation, gust fronts, wind shear, and micro-bursts to air traffic controllers managing arriving and departing flights.

The TDWR was fielded in 1990 and has received regular technology refreshes over the last two decades; an upcoming improvement to the antenna drive system is not compatible with the TDWR's existing slip ring assembly. The Federal Aviation Administration (FAA) has a requirement for the manufacture of slip ring assemblies to be used on the Terminal Doppler Weather Radar (TDWR).

2. SCOPE

The Contractor will furnish labor, plant facilities, parts, supplies, materials, fixtures, equipment, tools, test equipment, technical data/expertise, and other facilities necessary to manufacture each TDWR slip ring assembly required.

3. QUALITY CONTROL

3.1. The contractor will specify an individual that serves as the single point of contact for all Quality Control issues.

3.2. The Contractor/Sub-Contractor shall establish and maintain an auditable system containing all elements of the ANSI/ASQ/ISO Q9001-2008 standard. Applicable International Personnel Certification (IPC) workmanship standards will be followed.

3.3. Equipment will be inspected in accordance with its conformance to Technical Specifications and Packaging Specifications as stated in the contract. The equipment will be accepted/rejected at destination by the FAA. Certificates of Conformance shall be supplied where applicable. The Contractor may find information at http://www.asq.org.

3.4. The Government and the Contractor agree that equipment contained in the TDWR systems are standard manufactured items and for that reason it may not be necessary to require Government inspection and examination of all work in progress at any time or place during normal working hours. However, in the event an abnormal failure rate (to be determined by a Systems Engineer) is experienced, both parties agree that an in-plant quality control review shall be provided. Accordingly, the Government reserves the right to assign an in-plant Quality and Reliability Officer (QRO) to this contract if it is determined by the Contracting Officer to be in the best interest of the Government.

4. CONTRACTOR TASKING/REQUIREMENTS

Throughout the life of the contract, the contractor shall provide a full range of program management support for the FAA (specifically AML-2000). Program management tasks include, but are not limited to, the following:

4.1. Data Transfer

4.1.1 The Contractor will provide a data package containing the outline drawing for the slip ring assembly and the Acceptance Test Procedure (ATP). The FAA will be allowed to reproduce the supplied technical data; e.g., Outline Drawing, ATP, and Datasheet, for documentation purposes.

4.1.2 The FAA seeks to obtain Government Purpose Rights (GPR) regarding the design and specification of this slip ring assembly.

4.2. Slip Ring Assembly Requirements and Testing

4.2.1 The Contractor/Sub-Contractor will manufacture each slip ring assembly to meet the requirements defined by the attached specification document *(not available at this time; for now, please refer to the definition of general slip ring assembly requirements and constraints provided in the Market survey).*

4.2.2 The nameplate on each slip ring assembly will contain the National Stock Number (NSN), vendor's part number, Vendor's CAGE code, and Serial Number.

4.2.3 The vendor will test each slip ring assembly prior to shipment. Testing shall be in accordance with the vendor-generated and FAA-approved acceptance test procedures (ATP). A copy of the test results shall be shipped with each assembly.

5. GOVERNMENT INSPECTION AND ACCEPTANCE

5.1. Slip ring assemblies will be inspected and accepted/rejected at destination by the FAA.

5.2. Items not meeting the requirements in this SOW and all applicable standards will be classified as deficient and non-conforming. Deficiencies will be corrected by the Contractor at no additional cost to the Government. The CO will request a Return Material Authorization (RMA) number from the Contractor for each item that does not meet standards and requirements at testing prior to returning the item to the Contractor. After the required corrections, the part will be returned to the FAA with a 4650-12 Form obtained from the COR. The returned item shall be plainly marked "Reworked" and returned to the FAA, packaged and shipped in accordance with the packaging and shipping instructions.

6. WARRANTY

The contractor shall provide a standard manufacturer's warranty.

7. DELIVERABLES

Required quantity of slip ring assemblies in accordance with the requirements of this Statement of Work. In addition, the Contractor shall deliver all Contract Data Requirements (CDRLs) defined throughout this document and listed in Exhibit 2.

8. SCHEDULE

Due to constraints imposed by a larger project, the FAA's must have vendor must be able to proceed at an accelerated pace.

- Prototype availability – The Vendor must be able to provide a complete prototype/first article slip ring assembly in three (3) months or less from time of request.

- Production delivery –The Vendor must be able to deliver production units within 90-120 days following the Notice to Proceed (after prototype/first article test) and maintain a minimum delivery rate of five (5) slip ring assemblies per month.

9. SHIPPING REQUIREMENTS

9.1. Shipping Information

Shipping will be handled FOB destination. Unless otherwise directed by the Contracting Officer, address all slip ring assemblies for shipment to the FAALC with the following information:

697349 FAA Aeronautical Center
M-F: Operating Stock
6500 S. MacAurther Blvd.
Oklahoma City, Ok 73169-6901

9.2. Packaging Requirements

Best commercial practices are acceptable.